

SIXTH ANNUAL REPORT

54/12

OF THE

Directors and Treasurer

OF THE

VERMONT CENTRAL

RAILROAD COMPANY,

PREPARED FOR THE

STOCKHOLDERS' MEETING,

AUGUST 27, 1851.

MONTPELIER :

E. F. WALTON & SON, PRINTERS.

REPORT.

To the Stockholders of the

Vermont Central Railroad Company :

The Directors herewith submit, as part of their Sixth Annual Report, the Reports of the Treasurer and Chief Engineer, from which the present condition and future prospects of the Company will clearly appear.

TREASURER'S REPORT.

To the Directors of the Vermont Central R. R. Company.

GENTLEMEN :—I have the honor herewith to present the Sixth Annual Report of the Treasurer of the Corporation, and to submit my views as to the mode to be adopted for rendering this property at once a source of income to the shareholders.

The continuous line of railways from the waters of Lake Ontario at Ogdensburgh and of the St. Lawrence at

Montreal, to tide-water at Boston and New York, is finished, and distant nations are united in the bonds of a common interest and intercourse. It were easy to dilate on the results that must be produced by such a union to the prosperity of the country. But it is our object to view it only in its pecuniary relations. The results, in this point of view, are of a satisfactory nature—and the promise for the future exceeds the most sanguine anticipations. Considering the road to be fully furnished and equipped on the first of July, 1851, the question is, how shall it be rendered immediately productive. In 1850 the receipts for the last six months, from July to January, allowing for loss by interruption, doubled those of the first. Our connections with Ogdensburgh and Montreal, arising from the facility of crossing at Rouse's Point, and our full equipment of cars and engines, render it, in my opinion, and in that of those who are better able to judge, not improbable that the result of this year will be the same. Should such be the case, the following would be the result :

The first six months yielded	\$273,623	
Doubling this for the second six is		\$547,246
Notwithstanding the great cost of the Ferry at Rouse's Point, which is discontinued, owing to the cheapness of fuel and other causes, the expense of running during the past year has been but about 38 per cent. and would be for the six months, on the above supposition,		207,953
Leaving net for 6 months		\$339,293

Brought forward,	\$339,293
Deduct for rent Vt. & Canada R. R.	40,000
“ Interest on 882,000 at 3 per cent.	26,460 66,460
Leaving to be divided	\$272,833
The great questions of interest therefore, for the shareholders, are—What is the debt? How is it to be provided for?	
The notes payable, on the 30th of June, amounted to	
	\$814,529.75
Assets applicable to their payment, as by estimate of the Committee of Finance, at present market value of Stocks,	550,543.55
Leaving a balance of	\$263,986.20
On the first of July 1852, Bonds become due, amounting to	604,000.00
Leaving the amount to be provided for during this financial year	\$867,986.20

A considerable part of these assets are not of a nature to be profitably realized at once, and my opinion is that they had better be reserved to meet the bonds that fall due in 1852, and that all the energies of the corporation should be bent on extinguishing the debt, upon which we are paying high rates of interest. This is an imperative duty. While the work was unfinished, this, from a matter of necessity, could be justified; but it can be so no longer. But what is the best mode of doing it? It is impossible to negotiate such a loan abroad, or at home, without submitting to sacrifices that no shareholder would submit to in his ordi-

nary business—and yet there is a certainty, that when the road has been for a few years in operation, a loan of one or two millions, on a property worth seven, could be negotiated on favorable terms. How then shall we obtain the money for that time, so as at once to realize an income from our property? It can be done by the shareholders themselves. After great reflection, I recommend that there be issued Bonds, payable in three years from the first of October, 1851, at such rates as will induce the shareholders to take them, and that they be called upon to take an amount in some degree corresponding with the amount of their shares.

And what is the inducement?

Supposing that the owner of ten shares takes a Bond for 100 dollars at 90, he receives about 9 per cent. per annum, on his investment for three years, and in addition to it, he insures at once a dividend of six per cent. per annum on his stock at 50 or 30 dollars on his ten shares, and the same in proportion.

Rates of interest are at the present moment high, but by this arrangement the shareholders receive instead of pay it.

This, if carried out, and paid in instalments, would free the Corporation from floating debt as fast as its obligations fall due, and its position would be as follows:—

Funded Debt.

Bonds of the new issue, payable in 1854, to
cover interest between July and October,
and all contingencies: say

1,200,000

Brought forward,	\$1,200,000
Bonds of 1856, issued to pay int'st to shareholders,	277,996
	1,477,996

Can it be doubted but that on a property costing at least seven millions, with a debt of less than fifteen hundred thousand, a loan at a moderate interest can be negotiated, at some time within three years.

As there would be no floating debt, the receipts would be divided among the shareholders, which on the former estimate would be as follows—

Income from July 1st, to Jan. 1st,	\$547,246	
Running expenses,	207,953	
Leaving a balance of	\$339,293	
From this deduct rent of Vt. & Can. R.		
R. 6 months	40,000	
Interest on Bonds	26,460	
Interest on new issues 3 months from Oct.		
to Jan.	20,000	86,460
		252,833
Deduct a dividend for six months at the rate		
of 6 per cent. per annum on stock at 50		
—100,000 shares,		150,000
Leaving a reserve fund of	\$102,833	

Should such be the result of the next six months, the stock on the first of January would be worth, as an investment and in the market, fifty dollars a share.

The rate of interest on such a sale may be considered

high. But in times like the present, it is far better to meet the loss, if it be one, at once, than to pay an equal or greater amount on repeated renewals. But to the shareholder, who takes his proportion, there is no loss. He lends to the corporation, instead of borrowing through it, receives a high rate of interest on his money, and regular dividends into the bargain.

Assuming that no dividend will be declared until the debt is paid, the proposition to the stockholders collectively would in fact be—Will you lend a million of dollars at 9 per cent. if you can receive a bonus of two millions in the real and marketable value of your property? Or, if addressed to individual stockholders, the question would be, Will you advance ten dollars at 9 per cent. if you can have twenty for doing it?

I speak strongly of the importance of providing at once for the whole debt of the corporation. While it is unpaid, the stock will be vacillating in price, from day to day, and your income depend on the value of money in the market. When paid, it becomes a solid property, which prudent men will be willing to hold and leave as an inheritance to their children.

The advantages of an issue of short bonds are these:—We pay a rate of interest that will induce shareholders to make an exertion to take them, and we retain the opportunity of negotiating a loan, at a future time, when the excellence of the security and the value of money will enable us to fund it at a moderate price.

The plan of this issue has met the approbation of all the

large shareholders to whom it has been communicated, and a very large amount has been subscribed, on condition that a million are taken.

The foregoing is a general view of the position of the corporation. Should the Directors recommend, and the shareholders carry out the recommendation, by the issue of such bonds, the Vermont Central Railroad stock becomes at once and forever a permanent dividend paying investment ;—and the shareholders will have the satisfaction of feeling, that after having conferred the greatest benefit on Canada and New England, the shares in their corporation are worth their cost.

I have the honor to be,

JOSIAH QUINCY, JR.

Treas. Vt. Central R. R. Co.

August 15, 1851.

The following are the items on the Co's. books, July 1st,

DR.		Construction and Equipment.	
		Construction.	
Engineering and Surveying, - - - - -		\$103,966.05	
Land damages, - - - - -		316,450.98	
Grading, - - - - -		1,850,894.45	
Superstructure, - - - - -		50,418.69	
Bridging and Masonry, - - - - -		599,719.47	
Fencing, - - - - -		35,961.99	
Iron, - - - - -		762,196.73	
Incidentals of Construction, - - - - -		458,942.18	
Wharf at Burlington, - - - - -		39,363.40	
Winooski Turnpike, - - - - -		18,000.00	
Incidental Expenses, (Salaries, Rent of offices, Advertising, &c., to July, 1850,) - - - - -		94,968.19	\$4,329,481.06
		Equipment.	
Depots, - - - - -		108,217.97	
Engines, - - - - -		272,321.38	
Cars, - - - - -		341,959.81	
Shop Furniture, (Machinery, Tools, &c.) - - - - -		23,138.45	
Car Shop, - - - - -		4,609.26	750,236.87
		Tenements.	
Amount expended for Dwelling Houses, in course of construction, for use of operatives, - - - - -			4,791.85
		Interest.	
Amount paid for Interest on Loans, to July 1, 1850, - - - - -		150,772.80	
" " " Bonds, " " " " - - - - -		79,882	
" " " Commis. on sale of bonds to July 1, '50, - - - - -		8,820	
" " " Interest to Shareholders, 1850, - - - - -		471,673.51	704,148.31
		Suspense.	
Amount to Debit of this account, being principally for claims against sundry persons, for deficiency on stock forfeited, and sold for their account, - - - - -			14,175.73
		Profit and Loss.	
Amount to Debit of this account, - - - - -		1,936.63	\$5,860,990.45
Resources of the Company.			
		Cash.	
Amount on hand, - - - - -			17,917.88
		Notes Receivable.	
Amount of Notes on hand, considered good, - - - - -			54,000.05
Vermont & Canada Railroad Company.			
Amount loaned Vermont & Canada Railroad Company, on account, - - - - -			50,936.73
		Stocks.	
Amount to Debit of accounts, for stocks in sundry corporations, now on hand, - - - - -			271,661.05
		Assessments Unpaid.	
Am't due from subscribers, to 1st issue—3231 shares, 178,877.50			
" " " " " 3d " 135 " 3,365			
" " " " " 3d " 458 " 15,057.83			
" " " " " 4th " 91 " 1,895			199,195.33
		Charles Paine, President.	
Amount to his Debit—for Cash, - - - - -		3,140.39	
" " " " " Fuel, - - - - -		16,821	
" " " " " Oil and Waste, - - - - -		480	
" " " " " Shop Stock, - - - - -		19,438.03	39,879.42
		Individual Accounts.	
Amount to Debit of sundry persons—including S. F. Belknap's acct. - - - - -		603,342.05	\$1,243,952.51
Expenses of operating the Road, from July 1, '50, to July 1, '51.			
Running Expenses.			
Amount paid expenses running cars, &c., from July 1st, 1850, to date, (33 per cent.) - - - - -		172,747.97	
Am't paid Vt. & Canada R. R. Co., for rent of their road, to June 1, '51, - - - - -		18,516	191,623.97
		Incidental Expenses.	
Amount paid Salaries, Rent of Offices, Advertising, Stationery, &c., from July 1, 1850, to July 1, 1851, - - - - -			23,153.96
		Interest.	
Am't Interest on Loans from July 1, '50, to July 1, '51, 69,073.36			
" " " Bonds " " " " " " " " - - - - -		50,142	119,915.36
			<u>\$333,632.29</u>
			<u>\$7,381,575.55</u>

1851, forming the TREASURER'S SIXTH ANNUAL REPORT.

Capital Stock.				CR.
Assessm'ts on stock of 1st issue—20,000 shares at \$100,	2,000,000			
“ “ “ “ 2d “ 25,653 “ “ 50,	1,282,600			
“ “ “ “ 3d “ 4,348 “ “ 50,	217,400			
“ “ “ “ 4th “ 50,000 “ “ 30,	1,500,000			
			\$5,000,000	
Forfeited Assessments.				
Amount received for assessments, forfeited to the Com-				
pany by agreement,	-	-	-	7,380.04
Earnings.				
Net Amount earned (after deducting running expenses), to July				
1st, 1850,	-	-	-	191,732.27
				\$5,199,112.31
Funded Debt.				
Bonds of 1847, due July 1st, 1852,	-	-	-	604,000
“ “ 1850, “ “ “ 1850,	-	-	-	239,300
Am't of Interest due to Shareholders, nearly all of which				
is payable in bonds dated Jan. 1st '50, & due Jan. 1st '56,	38,636.68			
			277,996.68	
				881,996.68
Notes Payable.				
Amount of Treasurer's Notes and Acceptances outstanding at this				
date,	-	-	-	614,529.75
Coupons (due July 1, 1851.)				
Amount of Interest on Bonds of the Company, due and unpaid at				
this date,	-	-	-	26,622
Vt. & Canada R. R. Co., (Rent Account.)				
Balance due Vt. & Canada R. R. Co., for Rent of their Road, to June				
1, 1851,	-	-	-	4,716
				845,867.75
Income of the Road from July 1st, 1850, to July 1st, 1851.				
Passengers.				
Amount received from this department	-	-	-	147,262.02
Freight.				
“ “ “ “ “ “	-	-	-	292,981.15
Express.				
“ “ “ “ “ “	-	-	-	2,203.68
Mails.				
“ “ “ “ “ “	-	-	-	10,795.87
Rents.				
“ “ “ “ “ “	-	-	-	1,350.09
				454,598.81
				\$7,381,575.55

JOSIAH QUINCY, JR. *Treasurer V. C. R. R. Co.*
TREASURER'S OFFICE, V. C. R. R. Co. }
BOSTON, July 1st, 1851. }

STATEMENT showing the condition of the STOCK ACCOUNTS
of the Vermont Central Railroad Company.

<i>Issues.</i>	<i>Total No. Shares of each issue.</i>	<i>Issued at</i>	<i>Shares full paid.</i>	<i>Shares part paid.</i>		<i>Amount paid.</i>	<i>Amount due.</i>
1st	20,000	\$100	17,769	2,231	on which is paid	1,776,900	
					" " " " due	44,222.50	178,877.50
2nd	25,632	\$50	25,517	135	" " " " paid	1,275,850	
					" " " " due	3,385	3,365
3d	4,328	\$50	3,890	458	" " " " paid	194,500	
					" " " " due	7,842.17	15,057.83
4th	50,000	\$30	49,909	91	" " " " paid	1,497,270	
					" " " " due	835	1,895
Total,	100,000		97,085	2,915		4,800,804.67	\$199,195 33

JOSIAH QUINCY, JR., *Treasurer.*

TREASURER'S OFFICE, V. C. R. R. Co., }
Boston, July 1st, 1851. }

ENGINEER'S REPORT.

*To the President and Directors of the Vermont Central
Railroad Company :*

GENTLEMEN :—Since the last annual meeting of stockholders, the line of the Vermont Central railroad has continued in uninterrupted and successful operation.

The Vermont and Canada railroad was opened for passengers and freight on the 10th day of January last, and has been subsequently operated under a lease by this Company.

During the past winter, passengers and freight were carried over Lake Champlain, at Rouse's Point, on the ice, but subsequently, the connection with the Ogdensburgh railroad, at that place, has been made by steam and tow boats, and the business of the road has been subjected to the expenses and delays of transshipment. To remedy this evil, the wharves of the two Companies have been extended into the Lake, so as to admit of a safe and convenient connection of the two roads over the deck of a float, or boat, supporting a track of rails, which has been constructed for the purpose, and will be in operation within the present month. No doubt is entertained of the success of this plan ; and it is hoped that, while it will answer all the purposes of a

draw-bridge, it will also quiet the clamors and fears of those interested in the navigation of the Lake, and other interests, more local and selfish in their character, and more invariably adverse to the advancement and success of great public enterprises and improvements.

The line of the Champlain and St. Lawrence railroad, extending from the St. Lawrence river at Montreal to the Ogdensburgh railroad Depot at Rouse's Point, will be so far completed as to be opened for passengers and freight within the present month, and simultaneously with the completion of the works for crossing the Lake, before referred to.

Direct and uninterrupted lines of railroad will then extend from the St. Lawrence river at Ogdensburgh (which may be regarded as the foot of navigation of the great Lakes,) and Montreal (which is the largest commercial city in the British American Provinces,) to a common point of union upon the Vermont Central railroad at Rouse's Point, *and thence, over its entire length of 164 miles, to the Connecticut river*, and a junction with other lines leading to Boston and New York, and also by various diverging lines to Portsmouth, Providence, New Haven and almost every seaport and manufacturing town in the New England States.

It is worthy of remark, that the line of the Vermont Central railroad from Rouse's Point, comprises *one half* of the entire line thence to Boston, by the Concord and Lowell route, and over that proportion by the Keene and Fitchburgh route.

Since the undersigned had the honor to receive your ap-

pointment on the 12th day of January last, as Chief Engineer, "to take charge of the road-way, machine-shops, machinery and what pertains thereto," the completion of the road, and of the repairs rendered necessary by the great freshet of July, 1850, have been pressed forward as rapidly as a due regard for economy and the proper accommodation of the business of the road demanded.

It has been necessary to strengthen the wooden bridges on the line, which had been constructed on the plan known as "*Howe's truss*," by bolting ties and arches on both sides of the trusses of each span, from 80 feet span upwards.—This operation has subjected the Company to considerable cost, but has made these bridges safe and secure. Every wooden bridge on the road, constructed on the plan known as "*Burr truss*"—a combination of braces, counterbraces and arches, (and unencumbered with "*patent rights*,") has stood—in spans of 150 to 200 feet—permanently and without any repairs.

Wood-sheds and water-tanks will be erected at all the stations on the line within the present summer, not heretofore provided with them. Supplies of water of sufficient elevation to fill these tanks have been found at every station on the line, between Windsor and Rouse's Point, except four, where it will be necessary to pump it from wells.

The increase of way business, and the increased length of trains from using large and more powerful locomotive engines, require additional side tracks to be laid at some of the stations, and others to be lengthened. Most of these

are already completed, at considerable expense, and others are in progress.

To avoid transshipment or shifting of freight from car to car at Rouse's Point, it will be necessary to run the cars of this Company over the Champlain and St. Lawrence railroad to Montreal, and probably, to a considerable extent, to stations on the Ogdensburgh railroad.

The number of cars required by this Company, in addition to what they now own, will depend upon whether arrangements are made with the Ogdensburgh Railroad Company to send their cars and freight over the lower roads to Boston and intermediate stations. It has been a practice with other Companies in this line to do so, and much depends upon a continuance of the practice by the Ogdensburgh Company.

The shops and other arrangements in progress by this Company, at Northfield, for making and repairing cars, are sufficient to supply all they will require beyond existing contracts.

The entire work from Rouse's Point to Windsor, including cars, engines and fixtures generally, is in good order and repair—equal, perhaps, to the works of any other railroad company in New England.

Schedules A. B. C. exhibit the earnings of the road and expenses for the past year—the number of engines and cars—and number of passengers carried and tons transported,—and are hereunto annexed as a part of this report.

A regular speed of thirty miles per hour has been adopted for passenger trains, including twenty-four out of thirty-

one stops at way stations. Twelve miles per hour has been adopted as a proper speed for heavy freight, and fifteen miles per hour for express freight trains. The regular daily freight trains pass through, from Rouse's Point to Boston—a distance of two hundred and eighty-four miles,—in thirty-six hours—equal to an average speed of nearly eight miles per hour, and including the delays of receiving and delivering way freight.

Greater despatch for ordinary freighting is not at present deemed necessary or economical. If circumstances at any future period justify a little additional expense, freight trains can be run through the entire distance of 284 miles within twenty-four hours.

It is proposed to run the freight trains between Montreal and Boston, after the 1st of September, within forty-eight hours—and even greater facilities may be expected upon the completion of the new docks and wharves, in course of construction by the Champlain and St. Lawrence railroad Company, in the St. Lawrence river, opposite to the city of Montreal.

By present arrangements, passengers leave Montreal at 4 o'clock A. M., and arrive in Boston at 7 P. M., and New York, via Connecticut river Valley, at 12 P. M.

The completion of the extension of the Champlain and St. Lawrence railroad from St. Johns to Rouse's Point, within the present month, will shorten this time about two hours, by avoiding the steamboat navigation of Richelieu river, and enable passengers to leave Montreal at 6 A. M.,

and to form a direct connection with the steamboats from Quebec.

By reference to the most accurate maps of the country between Boston and Montreal, it will be found that a direct line between the two cities intersects this line of railroad no less than eight times—viz: at Lowell, on the Lowell-railroad—at Reed's Ferry, on the Concord railroad—at Enfield, on the Northern railroad—at Montpelier, on the Vermont Central railroad—at St. Albans and Missisco bay bridge, on the Vermont and Canada railroad, and at St. Valentine's and La Prairie, on the Champlain and St. Lawrence railroad. No grade on the entire line from Montreal or Ogdensburgh to Connecticut river, exceeds forty feet per mile, against sixty feet per mile and upwards on other roads.

In addition to the important connections with the trade and travel of the St. Lawrence river and the Lakes, at Ogdensburgh and Montreal, other advantages will shortly be acquired by the completion of a railroad from Toronto on Lake Ontario to Penetanguashene on Georgian Bay, which will reduce the distance to Lake Superior and part of Lake Huron about seven hundred miles, as compared by the usual course of Lake navigation—and by another railroad from Prescott to Bytown on the Ottawa river, in the Province of Upper Canada.

One year ago it was regarded as doubtful whether the Vermont and Canada railroad would be so far completed as to be opened for the transportation of fall and winter freight from the Ogdensburgh railroad, and as it was certain that without it, freight could not be carried to market with-

in reasonable limits of cost by that route, a large amount sought other channels. Notwithstanding these uncertainties, and other discouraging circumstances, the business fully equalled the amount the Company were able to perform with the cars and engines then on the road.

The case is now different. The road is completed and fully equipped with sufficient furniture to transport three hundred thousand tons of through freight, in addition to the way business of the line, which is very great, within the year ending June 30th, 1852.

A winter communication, by railroad to Montreal, will hereafter be kept open and furnish to the Central line a large amount of travel and freight. When we consider that the connections with the Ogdensburgh and the Montreal routes have heretofore been incomplete and attended with delays and expenses for transshipment and partial water transportation, and that the Vermont Central line was scarcely known to be open for Western or upper Lake business, and compare these facts with the regular increase since its opening, we may not be regarded as extravagant in asserting that the business and receipts for the coming year will be more than doubled, or equal to a gross sum of one million of dollars upon the Vermont Central and Vermont and Canada roads alone.

During the year 1850, the second six months' business doubled that of the first six months, allowing for the interruption of four weeks by the great freshet of July of that year. The Company have ample means to make a similar increase within the ensuing half of the present year, and

I shall not be surprised, if the gross receipts from 1st of July to 1st of January shall amount to six hundred thousand dollars.

All of which is respectfully submitted,

H. R. CAMPBELL, *Engineer.*

NORTHFIELD, August 11th, 1851.

SCHEDULE A.

*Earnings Vermont Central Railroad, for the year ending
June 30th, 1851.*

From Passengers,	-	-	-	-	-	147,262.02
“ Freight,	-	-	-	-	-	292,981.15
“ Rents,	-	-	-	-	-	1,350.09
“ Express,	-	-	-	-	-	2,209.68
“ Mails,	-	-	-	-	-	10,795.87
						<u>\$454,598.81</u>

EXPENSES.

For Salaries, Wages, &c., Passenger Departm't,	24,806.83	
“ “ “ “ Freight “	37,023.75	
Gratuities and Damages,	5,017.99	
General Expenses,	4,089.40	
Fuel, Oil and Waste,	36,074.46	
Repairs of Road,	27,161.27	
Insurance,	366.00	
Switchmen and Watchmen,	7,395.36	
Repairs of Shop Tools,	1,510.24	
“ Passenger Cars,	5,021.38	
“ Freight Cars,	9,086.82	
“ Engines,	15,194.47	172,747.97
Total net earnings,		<u>\$281,850.84</u>

SCHEDULE B.

*Engines owned by Vermont Central Railroad Company,
June 30th, 1851.*

<i>No. Engine.</i>	<i>Names of Engines.</i>	<i>Kind of Engine.</i>	<i>Weight of Engines. lbs.</i>	<i>Built by</i>
1	Winooski,	Freight	46,000	Hinckley & Drury, Boston.
2	Sorelle,	do.	46,000	" " "
3	Lamoille,	Passeng'r	46,000	" " "
4	Missisco,	do.	46,000	" " "
5	Otta Quechee,	Freight	46,000	" " "
6	Old Zack,	do.	50,000	" " "
7	Cascadnac,	Passeng'r	46,000	" " "
8	Key Stone,	Freight	50,000	M. W. Baldwin, Philadelphia.
9	Ethan Allen,	Passeng'r	46,000	Hinckley & Drury, Boston.
10	Governor Paine,	do.	46,000	M. W. Baldwin, Philadelphia.
11	Nahhegan,	do.	46,000	Hinckley & Drury, Boston.
12	Iriquois,	Freight	46,000	" " "
13	Flying Dutchman,	3d class	24,000	M. W. Baldwin, Philadelphia.
14	Spitfire,	do.	24,000	Newcastle Manf. Co., Delaware.
15	A. Adams,	do.	6,000	M. W. Baldwin, Philadelphia.
16	Champlain,	Freight	46,000	Hinckley & Drury, Boston.
17	Montreal,	do.	46,000	" " "
18	John Smith,	Passeng'r	46,000	" " "
19	Canada,	do.	40,000	Amoskeag Mf. Co., Manchestr.
20	Ottawa,	do.	40,000	" " " "
21	Ontario,	do.	40,000	" " " "
22	Express,	do.	40,000	" " " "
23	St. Albans,	do.	36,000	M. W. Baldwin, Philadelphia.
24	Erie,	Freight	40,000	" " "
25	Burlington,	do.	40,000	" " "
26	Saguenay,	do.	40,000	" " "
27	Michigan,	do.	50,000	" " "
28	Huron,	do.	50,000	" " "
29	St. Lawrence,	do.	50,000	" " "
30	Superior,	do.	50,000	" " "
31	Oregon,	do.	50,000	" " "
32	Vermont,	do.	50,000	" " "

SCHEDULE C.

Cars owned by Vermont Central Railroad Company, June 30th, 1851.

- 12 8 wheeled Passenger Cars, 1st class.
- 3 Post Office, Express and Baggage Cars.
- 2 Common Baggage Cars.
- 6 4 wheeled do. do.
- 427 8 wheeled covered Freight Cars.
- 43 8 wheeled Platform Freight Cars.
- 25 Hand Cars.
- 100 Gravel Cars.
- 3 Large Snow Plows,
- 12 Small do. do.

There are due on contracts to be delivered the present season,

- 157 8 wheeled covered Freight Cars.
- 13 8 wheeled Platform do. do.

	Year ending June 30, 1850.	Year ending June 30, 1851.
Number of Passengers carried in the cars	182,964.	257,863.
Number of Tons of Freight carried in the cars	61,968.	99,449.
Number of miles run	198,260.	400,572.

From the Report of the Treasurer, herewith submitted, it appears that the corporation is in a highly satisfactory condition. With a debt comparatively small, a road thoroughly equipped, and an amount of business already large and rapidly increasing, it requires but a single effort on the part of the stockholders to relieve themselves from their debt and to realize a permanent and handsome income from their stock.

The mode recommended by the Treasurer, for the payment of the floating debt, meets the hearty concurrence of the Directors, and they recommend to the Stockholders to authorize the Directors to issue bonds of the corporation, to an amount sufficient to cover the floating debt—the bonds to bear six per cent. interest, and be payable in three years from the first of October, 1851, and be issued at ten per cent. discount,—the subscribers to pay an instalment of ten per cent. on the first of October next, and of twenty per cent. on the first of each of the four succeeding months, with an allowance made to those who anticipate their payments. As in the present condition of the money market, these bonds will not probably be

taken, even on these favorable conditions, for an investment, by those who have no interest in the Company, the directors urge upon the stockholders the necessity of taking these bonds, at least in proportion to the shares which they hold. If this arrangement is carried out, the stockholders will receive regular dividends on their shares, on and after the first day of January next; and the Directors feel confident that an arrangement so much for the interest of the Stockholders will be carried into effect by them.

It will be seen that the earnings of the road for the first six months of the year were sufficient to have enabled the Directors to pay a small dividend to the Stockholders; but it was not considered safe or prudent to pay dividends, when it was morally certain that such a course would involve either a large increase of the floating debt, or a deficiency in the equipment indispensably necessary for the business of the road. The fear, which the Directors expressed in their last report, that the equipment of the road would not be sufficient for its business, was realized sooner than they expected. The road was unable to do the business which offered itself during the last winter,

and prompt and vigorous measures had to be adopted to meet the exigency. For this purpose an expenditure was incurred amounting to \$343,291 53. By this large and necessary expenditure, the current net receipts for the year were more than absorbed, and consequently the floating debt is now by that sum larger than it would otherwise have been. It depends upon the Stockholders themselves to determine at this time whether they will fund the debt in the manner proposed, and receive regular dividends on their stock from and after the first of January next.

It will be observed that, in the opinion of the Engineer, the road is now in good order throughout, and equipped sufficiently to do a through business of 300,000 tons per annum, in addition to the present large and rapidly increasing way business.

At the last session of the Legislature an act was passed authorizing the Vermont & Canada Railroad Company to construct a draw-bridge at Rouse's Point, but with such conditions as caused the Stockholders of that Company, with the concurrence of the Vermont Central, to reject the act, in consequence of

which the construction of a wharf was necessary, and this has been done under the general law of the State. A boat, three hundred feet in length, to transport loaded cars from the wharf of the Vermont & Canada Railroad Company to that of the Ogdensburg Company, has also been built, and is now nearly ready for use.

In conclusion, the Directors would once more assure the Stockholders of their increasing confidence in the success of this great enterprise,—a confidence warranted not more by the rapid accession of business since the opening of the road, to a degree far exceeding their expectations, than in the prospect of future accessions from important enterprises which are about to be completed.

All which is respectfully submitted,

By order of the Board,

CHARLES PAINE, *President.*

August 16, 1851.

Vt Coll Locked

+1E.

2791

V 44

1851

C. 2